



Steering Committee Meeting Notes

Date: Wednesday, Dec. 5, 2007

Time: 2 - 4 p.m.

Location: Clearfield City Offices

Committee Members in Attendance:

Stuart Adams

Sue Zampedri

Kent Jorgenson

Trevan Blaisdell

Chris Hillman

Craig Dearden

Sue Morgan

Helene Liebman

Bruce Talbot

Jay Gentry (for Curtis Christensen)

Becky Messerly

Jan Zogmaister

Nicol Gagstetter

Darrin Wray

Kent Nomura

Kevin Hansen

Nathan Lee

Bret Millburn

Wilf Sommerkorn

Louenda Downs

Max Forbush

Study Team Members in Attendance:

Rex Harris

Wayne Bennion

Matt Riffkin

Vern Keeslar

Helen Peters

Thomas McMurtry

Mike Worrall

Casey Brown

Carri Hulet

Justin Smart

Meeting Notes:

- Review of Agenda/Introductions - Carri Hulet
 - Carri welcomed and reviewed agenda/materials w/ the group
 - Carri introduced and lead introductions
 - Group reviewed their interests in the study
- Roles and Responsibilities Discussion - Justin Smart
 - Justin pointed people to the Roles and Responsibilities handout and reviewed highlights with the group
 - Justin asked if anyone had any concerns about the roles and responsibilities. No one indicated concern
 - Justin addressed the fact that the circle of influence of the group is large
- Technical Study Overview - Matt Riffkin
 - Matt's goal is to orient people to the technical data so we are all "speaking the same language"

- First figure: vehicle miles traveled is growing 1.5 times faster than population. We're driving more. Life is getting more complicated. This model shows the trends today. It will probably flatten out, but it will continue to rise.
 - From a funding perspective, that means we'll be spending more money per person on transportation than we have had to before
 - We're meeting with all the cities to understand what your projected land use and growth projections are; transportation models come from those land use projections
 - Travel Time Index
 - It's the ratio of congested travel time to free-flow travel time. If it takes you 1.5 hr for your commute at rush hour and an hour in the middle of the night, your TTI is 1.5.
 - This figure compares current TTI to other cities currently. We could show you how a transit-heavy or other alternative mix would affect TTI.
 - Employment in the county held by non-residents of the county and percent of workers working outside county of residence
 - In the past 27 years, Davis County is exporting a greater and greater percentage of its people to other counties
 - Level of Service Analysis
 - Most of you may have heard this term. Traffic Engineers use it all the time. All it really means is Level of Service A is good, F is bad. F is lots of cars. A is not very many.
 - Level of Service maps indicating where the Level of Service is at peak hours - afternoon congestion. The red is F, yellow is D - E, green is A - C
 - Intersection Level of Service - this shows another project that InterPlan is working on. You can look at level of service at particular intersections. We are looking to the steering committee to help us understand how detailed you want to go.
 - Accident Rates
 - This map shows where the current accidents are. Studies show that accidents and other incidents are 40% of the congestion problems
 - What I didn't show is data on Mass Transit. We will need to put that together for you.
 - Part of the goal here is also to ask if there is missing data that you think we should be addressing.
- Steering Committee Vision Introduction - Matt Riffkin
 - We're looking for bookends to guide the study. On one end, we have the "reactionary" or status quo approach. On the opposite end is the more "visionary" approach.
 - We're not looking for a consensus. We're trying to get a sense of where people in this room sit on that spectrum. We want to get a sense of the range - where you are, and where we should be looking for alternatives

- Matt will lead the discussion. Justin and Carri will be trying to capture the discussion – Carri focus on values and interests; Justin will focus on substance.
- Spectrum Discussion notes (captured during conversation and from flip charts)
 - East-West vs. North-South
 - Matt provided example from the handout.
 - Max Forbush. economic development, safety, UDOT has done a good job on N-S. Changing focus to E-W would be a healthy change to reduce gridlock and improve safety. N-S will always get attention because of commute. E-W should be focused on and perhaps increase gas tax.
 - Stuart Adams. Other cities have loops. Are loops more efficient to move people around? Matt introduced concept of peer cities. Perhaps compare to peers.
 - Bruce Talbot. Different activities take place on EW vs. NS. NS is commuting. EW is local trips. We are failing to focus on the need to move EW and interface with communities.
 - Kent Jorgenson. How much impact do EW roads have on future development? What do we want to happen in the future? Consider how focus on routes can affect how we grow. Decide where we want our centers.
 - Rex. NS and EW are not independent. They interact at interchanges and intersections.
 - Jan Zogmaister. Frontrunner is presenting issues of how to get to and from stations. Frontrunner places more need on EW routes. EW is becoming more of a focus because of growth and because of new modes. We don't have a lot of strong transportation system in the west part of the study area. Roads EW were built as two lane roads and they no longer meet the needs. Growth makes the two lane roads obsolete. We will never be able to build enough roads, so it has to be a coordinated system between all modes.
 - Kevin Hansen. We will have 3 major NS routes. We are sending a concentration of people to Frontrunner stations. These nodes will create problems. Need to look at how to focus getting people EW out of those areas
 - Bruce Talbot. Need to look at where we locate employment centers and commercial centers. We need to move these away from the center so people do not have to travel so much to limited destinations.
 - Max Forbush. Focus on creating alternative choices grid. Grid provides many choices. Davis and Weber are more linear so what are choices of providing circular routes.
 - Rex. Everything was two lane roads. Need to look at how the needs become more specific to these routes.
- Economic Development

- Kevin Hansen. What comes first? Econ development or transportation? Where we create substantial intersections then economic development follows. Frontrunner stations will create nodes of economic development.
 - Bruce Talbot. Consider trucks. Be careful in consideration of roads that we do for economic development of motor carriers and how to get goods and services to anything in these economic development areas.
 - Helene Liebman. Where there is concentrated development there is gridlock. Can we reduce the concentration of development in certain areas? Can we create smaller centers? Reduce big boxes and replace with neighborhood markets. Is that a trend?
 - Sue Zampedri. When you go out to meet with cities are you asking these questions?
 - Kent Jorgenson. Cities try to get big box to get the revenue. Economically big boxes are more attractive.
 - Darrin Wray. With west side development we will increase number through the Hill gates by 10,000 trips. Most people drive for work trips and lunchtime.
 - Kevin Hansen. WSU is very driver oriented. People come and go all day.
 - Nate Lee. Legacy is built upon all of the individual communities' long range plans. If EW corridors are built, that will depend on land use planning. What are we assuming for build out? Master plan? Or build-out between mountain and lake? The decisions we make for transportation affect future land use.
 - Stuart Adams. Historically plans have been lower density over what is actually built. It is hard to estimate density. When densities increase the transportation is affected.
 - Chris Hillman. We are trying to master plan collaboratively the whole area. Clearfield is affected by cities to the west so we need to plan collaboratively.
 - Jan Zogmaister. On NS Legacy we focused on that we are planning for the future. Planning horizons are not adequate because our roads are not built until we reach our planning horizons. Need to keep in mind the big picture.
- Funding
 - Craig Dearden. The Legislature is not allowing UDOT to just take care of it. When feds start looking at TIP we are not getting the same federal funding.
 - Louenda Downs. We don't know if Davis people are willing to pay more, but they certainly want the problems solved.
 - Stuart Adams. Gas tax is not inflationary and it doesn't increase to keep pace with the inflation in construction costs. Are we going to implement some type of inflationary measure? Rural state does not have enough population to pay for the demand on the highways. The rural areas of state cannot keep pace with demand in the Wasatch Front. Tax policies of the future will be different in the future than today. Funding is a huge issue.
 - Should gas tax be a sin tax?

- Stuart Adams. Sin tax / Gas tax is very hard to implement because of interdependence across state lines
- Bruce Talbot. It will take a package of federal, state, and local.
- Kevin Hansen. What other innovative funding mechanisms are there? Look to other cities/states.
- Craig Dearden. LTAP researched other methods and came up with a study about funding options.
- Multi modal
 - Helene Liebman. Make it easier to get to transit. Need to provide more alternatives and focus on those that will be needed in the future. Focus on other modes. Get people to Frontrunner. Make it easy to use mass transit. Need to make it easier to use transit.
 - Kevin Hansen. WSU is a strong proponent of transit. WSU subsidizes the passes so the students get a free pass. Even then they still don't use it as much as they would like.
 - Louenda Downs. Need to make other modes easier and more convenient. Provide for other ways such as motorcycles, scooters. Make it easier to go EW on ped/bike/etc. so other modes can get there. Isn't there more funding for non-motorized?
 - Matt. How do we fund these other modes?
 - Sue Zampedri. As you are looking at EW, can't we mandate paths, etc?
 - Jan Zogmaister. We need to look at all the options within the multimodal. Maybe some are more viable.
- Environment/Quality Growth
 - Nicol Gagstetter. Master plans often times incorporate agricultural into their master plans. Consider mixed use in certain areas to reduce people's needs.
 - Helene Liebman. Pollution is bad. Cars are worst source. Reducing the number of cars and miles traveled would be a good thing.
 - Louenda Downs. Encourage employers to allow flexible hours to reduce the number of days people travel to work.
- Safety
 - Bruce Talbot. Safety around NS corridors is a major problem for non-motorized. Suggest how to alleviate non-motorized crossing of major corridors. Also, plan how to accommodate crossing on future facilities.
 - Sue Morgan. When road gets congested people make hasty maneuvers around school. Need to manage traffic around schools. Davis busses 13,000 kids out of 30,000 total. Cost of busing is horrendous.
 - Nate Lee. The travel radius for busing has been expanded to 2 miles because they can't meet a need, which pushes people to drive the kids to school. This hugely affects traffic.

- Visioning Wrap-Up - Justin Smart. Where do we fall by raise of hands? 4 is visionary. 1 is reactionary. Collected votes:

Topic	1 (reactionary)	2	3	4 (visionary)
EW vs NS	0	2	11	3
Econ. Dev.	0	2	5	13
Funding	0	2	8	6
Multimodal	0	3	10	4
Environment/QG	0	2	14	2
Safety	0	2	14	2

- Next Meeting - Carri Hulet. Dates to avoid: 2nd week of April is League of Cities and towns. Decided April 23rd. Same place. Same time.